NEW PUBLICATIONS. TALES OF OLD TRAVEL. TALES OF OLD TRAVEL. Re-narrated by HENRY KING LEY, F. R. G. S. 12mo., pp. 368. Macmillan & Co. Into all our lives, howsoever well disciplined, vague promptings of discontent now and then find their way, making us impatient of the monotony of change-for wider scope of vision, and greater freedom of existence. Human nature, in all ages, has felt the influence of this propensity-a moving spirit and many political revolutions. Like most other impulses, however, this one is beneficent, if well guided; and sometimes, in itself, it is a blessing, both to those who feel it, and to their fellow-men. This is notably the case when it takes the form of love of adventure, and stimulates a Columbus to discover a New World, or a Sir John Franklin to dare the perils and probe the secrets of a Polar Sea. Great travelers, becoming thus by choice, are the results of this propensity, -wandering over oceans and up and down the earth, making known, to all the denizens of the world, its treasures and its wonders, its conditions and its laws, bringing men into closer communion, and thus opening the way for the march of civilization. These persons, surely, are, in a wide sense of the word, benefactors to the human race, and therefore worthy of honor. Many of them, we need not say, spoken for themselves, and some of them have spoken exceedingly well. Books of travel constitute an extensive brauch of literature, and a very amusing and useful one. So numerous, however, are the men whom restive intolerance of the tyramy of the common-place has driven into travel and adventure, and so voluminous are the surviving records of their wanderings, that good epitomes of the tales of travelers are becoming a positive necessity to the reading public. An excellent book of this kind, epitomizing the narratives of some fourteen famous travelers, has been written by the novelist Henry Kingsley. It is called "Tales of Old Travel." and has been published, in particularly handsome dress, by Messrs, Macmillan & Co. Eight wood engravings garnish the volume, and suitably illustrate salient points in the stories. The latter are told in an off-hand style, the homely sincerity of which suits the topics that are treated, and shows that they are discussed in a perfectly intelligent and capable spirit. This, in other words, is not a book of 'padding," based on "cram" and dashed off in reckless baste; but it is a judicious, earnest, authentic re-statement, cleverly made in brief, of some remarkable adventures experienced and described by memorable travelers. The result is that the reader of these 368 pages gets in one book the cream of many. Mr. Kingsley begins with Marco Polo, who, in the thirteenth century, in company with his father and his uncle, penetrated into the country of the Tartars, and lived at the court of that Kublai Khan whom a single stanza by Coleridge has gone far to immortalize, and who was, beyond a doubt, the most gorgeous of Oriental monarchs. Glimpses of a magnificent civilization, rather barbaric in its quality, though not the less imposing, are the staple charm of this sketch. One forms, in reading it, a very lustrons ideal of the wonderful Khan, who conquered all China off-hand and governed it afterward, who could handle an army of 400,000 men as easily as he could fly a hawk, whose hunting-tent was lined with sable and ermine, and whose regular retinue of falconers when he followed his favorite pursuit consisted of 10,000 men. Things were done on a large scale by Kublai Khan. He reigned for 38 years, died at the age of 77, and did not leave his peer. Mr. Kingsley's sketch contains a particularly striking passage descriptive of the tribe of the Arsacides-40,000 of whom were destroyed, in Syria, by the Mamelukes, in 1980. This sect, we read, sprang up about the year 1100, in the mountains near Tcheran. Its high priest had established in h fortified valley, a sort of Mol-memedan heaven. Youths, between the "ges of 12 and 20, were drugged and ther wagen brivately into this paradise, where, on waking, they found themselves surrounded by every sensual pleasure. After a few days they were again drugged, and so taken out of the valley-to regain which was ever afterward their passionate desire. It is a wonder that Mr. Swinburne has not treated this subject in his peculiar vein. The flowers, the splendor, and the mad delights are ready made here, and only need the verse. When the Polo party, in 1295, came back to Venice, we are told their identity was disputed, and they had to give a grand supper party to numerous Venetian gentlemen, whom they effectually dazzled by their "barbaric wealth and gold," and by whom they were thereupon imme ately indersed. The world has not changed much in 500 years. A man's reception is still according to his coat, as the Russian proverb declares. Mr. Kingsley notes, by the way, that the Polo Brothers helped the Tartar monarch to batter down a contumacious Chinese city with catapults, which fact shows the error of an often repeated statement, that the Chinese were acquainted with the use of gaupowder three thousand years before it became known to the western nations. If they indeed possessed that terrible instrument of warfare, they would have used it against Kublai Khan, and catapalts would have been in vain-like the physicians in the old song. The sketch of Mr Kingsley's upon which we have thus commented, may serve as a specimen of the plan and manner of this very agreeable book. Thirteen other sketches follow it, in no particular sequence of time, but in such arrangement as affords much variety of character and include to the compilation. In the story of the shipwreck of Pelsart we find our way to the Australian coast, and follow the hardy mariner along his boat-voyage of over 1,500 miles, from that remote region to Batavia, in the island of Java. In 1628, when Pelsart met with this adventure, Australia had for only a dozen years been known to be in existence. Of its discovery, its settlement, its growth, and its vast riches and exceeding beauty, Mr. Kings ley treats, elsewhere in this same book, in a chapter on "The Foundation of an Expffe." The subject has long been a favorite one with this writeras readers of "The Hillyars and the Burtous" will call to mind-and he treats it with great vigor and eloquence and very thorough information. To show how newly the British Empire in Australia has been founded, he mentious that his grandfather, who was the intimate friend of Lord Rodney, and knew Gibbon, was also intimate with Governor Phillip, the maker and first ruler of the Botany Bay settlement. Some curious particulars in reference to cannuibalism are given in a sketch of the wanderings of Peter Carder, in Patagonia and other South American countries, in 1578. This British sailor was nine years in strange parts, and, among other experiences, took a walk of 500 miles. When he reached England again, he had andience of Queen Elizabeth, and told his story to that sovereign, who gave him both money and thanks. Commenting incidentally on the endurance of good pedestrians, Mr. Kingsley says: "The late Edward Irving walked 60 miles in the day, and preached in the evening, holding his Bible stretched out in his left hand; and that same Bible was put into the present compiler's hands one evening after prayers, and he could not hold it up for three minutes." Verily there were giants in those days. Another sketch relates to Andrew Batter (1589), who had adventures in Africa. and who appears to have forestalled Mr. Du Chailln In the discovery of the gorilla and the dwarf gipsies. The observations and sufferings of the Capuchin Friar, Merolla, in the same parts of Congo, are likewise detailed by Mr. Kingsley. One of his most stirring stories-and one which is greatly enlivened by glimpses of the writer's own "moving accidents by flood"-is the account of the voyage of the Terra Nora, from Jamaica to England, in 1088. She met with terrible weather, and her people were reduced to such straits that they had to guaw away at boiled hides; and only good seamanship and indom-Hable will saved them at last. This tale of adventure affords a noble and moving illustration of what man can accomplish, warring against the elements. It is such stories as these that sliminlate in youthful minds a high order of courage and a manly determination to outface all dangers and overcome all obsta-

eles. This sketch is good reading for boys-as indeed

the entire book is-for it breathes the quick-

est sympathy with energetic action and stout

antly supplied with details of daring deeds and bair-breadth escapes. Among the latter those of M. D'Ermenon ville hold a conspicuous place. He was botanist to King Louis XVI., in 1777, and under circumstances of peculiar peril, he smuggled eachineal and vanilla from the Spanish colony of Mexico into the French colony of St. Domingo, and had them there acclimatized-to the signal profit of continuous toil, and filling us with hunger for his own country and the corresponding detriment of Spain. The daring so displayed was certainly worthy of a better cause. Robert Everard, the hero of still another sketch, will take a high rank in juveof unrest, which is the germ of much social tragedy | nile estimation, for his splendid endurance of hardship. He was an English lad, only 15 years old, and was deserted on the coast of Madagascar, in which country he passed nearly three years, in a state of afflicting destitution, till the savage king of the island sold him to an Arab slave-trader. It will be seen that Mr. Kingsley's record of hardships and exploits concerns itself with every quarter of the We may add that his adventurers are persons of divers nations. Marco Polo was Italian; D'Ermenonville was French; Pelsart was Dutch-and there is, among the rest, a harrowing story of the sufferings of some Dutch and Russian sailors, in the Island of Spitzbergen, in 1633; John Fox was English the was held for fourteen years in captivity by the Turks in the Port of Alexandria, and escaped in 1577), and to the same sturdy race belonged Battel, Everard, and Miles Philips; Alvaro Nunez was a Spaniard. In his chapter on the latter, who went with Narvaez to Florida in 1527, Mr. Kingsley celebrates in glowing words the abilities, the fearless, pure sonl, and the noble conduct of Las Casas. Our readers will perceive that this book covers a great deal of ground. For variety of historical pictures, indeed, which are outlined and suggested. rather than painted in detail, it is even more valuable than for sketches of adventure and types of heroism. No one at all grounded in history can commane with these pages without acquiring sharper perceptions and more distinct ideas of the actual condition of the world in different important and picturesque periods of the past. Nothing so much as study of the details of individual life serves to illumine those more austere records of great political combinations and revolutions that make up the history of the world. AUTOBIOGRAPHY OF P. T. BARNUM.

STRUGGLES AND TRIUMPHS; or Pouts Years' Recollection of P. T. Barness. Written by Himself. Svo., pp. 782. Hartford J. B. Burt & Co.

In the preface to this portly volume Mr. Barnum takes the world into his confidence, and informs us that whereas the little book of reminiscences pubdevice for advertising the Museum, he now purposes describing his career with due respect to the sacredness of historical truth, and painting himself as he hopes to be remembered by his family and friends. It is hardly necessary to say that he had no need for going beyond the record of facts in order to make a highly entertaining and instructive story. He has played more practical jokes, encountered more amusing adventures and odd characters, carried out more original schemes, and achieved more astonishing suc man who ever undertook to give a history of his own life. It is impossible not to admire the engaging frankness with which he conducts us behind the scenes of his famous show, tells how he engineered the Jenny Lind furore, and exhibits the balance sheet of the enterprise, explains his methods of manufacturing curiosities, stir ring up sensations, rousing a dormant public, and spreading the fame of P. T. Barnum from pole to pole, and lets us into the secrets of some of his most celebrated humbugs. His account of the capture of the weil known white whales and their journey to New York is a complete epitome of the philosophy of advertising, and after reading it no one can wonder at his celebrity. There are other incidents, however, quite as good and quite as characteristic of his peculiar and unrivaled talent. In way, one of the finest things we ever heard of was his introduction of elephants upon his farm near Bridgeport. Having sold out a menagerie, he kept one of the elephants for two months, and passengers by the New-York and New-Haven Railroad were amazed to see the animal plowing every day in a six-acre lot near the track, though it does not seem to have been noticed that small as the field was the plowing held out wonderfully long Newspaper correspondents came to see the new agricul tural experiment, and the profit of elephant-labor became a lively topic of discussion. This was nothing ut an advertisement of the Museum. The elephant's keeper had a railway time-table, and there was no plowing except when a train was due. Barnum's famous quarrels with James Gordon Bennett and The Herald are narrated with many im proving and instructive details, and the history of the sale of the old Museum lease on the corner of Broadway and Ann-st. loses nothing, we may be sure, in the humor, ous recital by one of the parties to that memorable trans action. We have an account also of the showman's real. estate operations at Bridgeport, a history of the Jerome Clock Company, by which be lost a fortune, a synopsis of his lecture on the Art of Money Getting, which he has practically illustrated by winning another fortune, a great many amusing reminiscences of his visits to Europe, and some excellent miscellaneous stories. Probably he goes rather too far when he holds up his book as a guide for young men ambitions of wealth and honors; but it does contain some good lessons of thrift and shrewdness, and if there are transactions in Mr. Barnum's career which can hardly be resour mended for imitation, we must charitably presume that he is sorry for those, and would not repeat them if he had his life to live over again-of course! We might wish that the difference between examples to be shunned and examples to be copied had been rather more clearly indi-cated; but after all has been said ; we # must; admit that the book is very amusing.

THE POLAR WORLD.

THE POLAR WORLD: A POPULAR DESCRIPTION OF MAN AND NATURE IN THE ARCTIC AND ANTARCTIC REGIO, AS OF THE GLOBE. By Dr. G. Hartwig. Suc. pp. 405. Harter & Brothers.

The readers of Dr. Har, wig's works on "The Sea and its Living Wonders," "The Harmonies of Nature," and "The Trepical V orld," will be glad to have this later compilation from the same hand which has done so much to popularize the study of natural history. It contains a recamble description of the geographical features, the fauna, the flora, the inhabitants, and modes of life in the Polar regions, and summaries of the most important nar ratives of travel in those parts of the globe, from the earliest explorers to Dr. Hayes and C. F. Hall. Not only the frozen seas but the coasts of Alaska, Siberia, Iceland, Terra del Fuego, and other lands on the uttermost verge of the habitable earth are included in scope of the work, and a mass of information is gathered respecting them such as can be found in no other single publication. The American editor, Dr. A. H. Guernsey, has added the chapters on Alaska and the Innuits, and has substituted for the illustrations introduced by the author about 150 wood-cuts which seemed to him better to elucidate the text. Not having examined the original, we are unable to determine whether the editor has exhibited, in so doing, a correct judgment; but the pictures which he has given us, selected from the books of Atkinson, Ross Browne, Lord Dufferin, Hall, Lamont, Lord Milton, Whymper, and the Rev. J. G. Wood, with a large number from Harper's Magazine, leave nothing to be desired on the score of variety, and the fact that they have already seen service does not detract materially from their value. The work, as a whole, is remarkably interesting, and worth a place in all good libraries.

RECENT MEDICAL BOOKS.

The Clinical Guide, translated from the German of G. H. G. Jahn, the distinguished writer on Home-opathic practice, by Charles J. Hempel, M. D., hashing enjoyed the favor of the disciples of Hahnemann, and is now presented to the American public in an improved form, from the press of Boericke and Tafel. The new edition is enlarged not only by translation from the third and enlarged German issue, but by the addition of new remedies and other important matter by Dr. SAMUEL LILIENTHAL of this city, so that it may be considered a complete handbook for the treatment of acute and chronic diseases according to the most recent developments of the science.

From the same publishers we have 'another important medical work after the principles of the same school. namely. The Science of Therapeutics according to the Principles of Homeropathy, by BERNHARD BEHR, M. D., translated by CHARLES J. HEMPEL, M. D., in two imperial octave volumes. In this work likewise the translator has added to the original a great deal of impertant matter, partly from Kafka and other modern authorities, and partly from his own experience, so that the work may be said to represent the conclusions of the very latest investigators. It embraces a full description of the symptoms and course of every known disease, and an exhaustive account of the remedies which may be exhibited and their usual effects. The volumes are handsomely printed and supplied with an alphabetical

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The Diamond Edition of the complete Poetical Works of JAMES RUSSELL LOWELL, just published by Fields, Osgood & Co., is distinguished by the merits of clean, compact arrangement, convenient size, beautiful though small type, and cheap price, which have made the series to which it belongs so popular. It is the only edition of Lowell complete in one volume.

The new edition of the novels of Mrs. CARGLINE LEE HENTZ, which T. B. Peterson & Brothers have just commenced by the publication of Linda, is printed from old but not much-worn plates, and in the form so familiar to the purchasers of books from this firm. It is clad, however, in a seemly garb of green and gold, and the admirers of Mrs. Hentz will be glad to

Routledge's Every Boy's Annual is an attractive miscellany of entertaining and useful reading collected apparently from the last half-year's issue of The Young Gentlemen's Magazine, published in London. It contains several stories, short and long, sketches of adventure, a series of illustrated articles on the "Trades connected with Science and Art," and a variety of other articles on subjects such as boys delight in. It is gor, geously bound and well illustrated. (A. Brentano).

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TABLE OF CONTENTS.

TABLE OF CONTENTS.

1. ASAMPLE OF THE SCOTCH-IRISH.

11. OUR FOLKS AT LONDONDERRY.

111. "THE TIME THAT TRIED MEN'S SOULS."

1V. RURAL SEW-SOLAND FIFTY YEARS AGO.

V. MY BARLY SOROOL DAYS.

VI. WISSTHAVEN.

VII. WY APPRENTICESHIP.

X. MY PAITH.

X. A YEAR BY LAKE ERIE.

XI. MY FIRST EXPERIENCE IN NEW-YORK.

XII. TEMPREANCE IN ALL THINGS.

XV. PLAY-DAYS.

XV. PLAY-DAYS.

XV. PLAY-DAYS.

XV. PLAY-DAYS.

XIV. POLITICS.
XV. FLAY DAYS.
XVI. TRIUMPH.
XVII. LOG-CABIN DAYS.
XVIII. THE TRIBUDE.
XIX. SOCIALISM.
XX. SOCIALISM.
XX. SOCIALISM.
XXI. HABPY CLAY.
XXII. BEGGARS AND BORROWERS.
XXV. CHAMATIC MEMORIUS.
XXV. OLD ZACH.
XXVII. CONGRESS AN IT WAS.
XXVII. CONGRESS AN IT WAS.
XXVIII. CONGRESS AN IT WAS.
XXVIII. CONGRESS AN IT WAS.
XXVIII. CONGRESS AN IT WAS.

XXVII, CONGRESS AS IT WAS,

XXVIII, GLAMOUR,

XXIX, LAKE SUPERIOR—MINING—CHICAGO—THE PRAIXXIX, THE GREAT SENATORS—THE COMPROMISE OF 1856.

XXXII, LEBELS AND LIBEL SUITS.

XXXII, EUROPE—THE WORLD'S EXPOSITION,

XXXIII, THE DISSOLUTION OF THE WHIG PARTY.

XXXIV, THE SEAVERY CONTROVERSY.

XXXV, THE SEW ERA IN POLITICS.

CXIV. THE SLAVERT CONTROLLES.
XXXVI. MY PARM.
XXVII. MY PARMING.
EXVIII. "SEWARD, WERD, AND GERELEY."
XXIX. RUROPE REVISITED—PARIS—SWITZERLAND.
XII. TWO DAYS IN JAIL.
XII. THE BARKS CONGRESS." The Long Contest for
XIII. PREMONT—BUCHANAN—BUUGLAS.
ISpeaker.
XIII. PREMONT—BUCHANAN—BUGHAS.
XIIV. THE ROCKY MOUNTAINS—THE GREAT BASIN.
XIIV. THE ROCKY MOUNTAINS—THE GREAT BASIN.
XIVI. THE SHEERA NEWADA—THE TOSEMITE—THE BIG
XIVII. THE PRESIDENTIAL ELECTION OF 1860.
XIVII. THE PRESIDENTIAL ELECTION OF 1860.
IL OUR CIVIL WAR—ACTEAL AND POSSIBLE.
LII. JEFFERSON DAVIS.
LIII. WRITING HISTORY,
LIV. MY DEAD.
MISCELLANIES.

LIV. MY DEAD.

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FOR YOUNG LADIES, NO. 25 EAST TWENTY-FIRST ST.,
was REOPENED on TUESDAY, September 71.

MRS. GARRETSON'S

ENGLISH AND FRENCH BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 58 WEST FORTY-SEVENTH ST., WILL, OPEN TUREDAY, SEPTEMBER 21.

MOUNT WASHINGTON COLLEGIATE INSTITUTE, GEO. W. CLARKE, A. M., Principal, opens the Twenty-seventh Annual Session at No. 40 Washington-square, corner of Fourth and Macdongal ets., Sept. 13, 1860. Students of all ages are ad mitted at any time to the Departments for which they are prepared Circulars and interviews with the Principal at the Institute, all hours of

MRS. PARKS AND MRS. BENEDICT^{ns} Eng-lish and French BOARDING AND DAY SCHOOL FOR TOUNG LADIES, No. 153 Madisonares, corner Thirty-second-st., reopens Sept. 22. For circulars, apply as above MISS WARREN'S SCHOOL for BOYS, Tre-

MRS. J. J. ROBERTS and MISS WALKER will reopen their DAY SCHOOL, for YOUNG LADIES, No. 144 Mailton are, one door below Thirty-seconds:, on Monday, Sept. 20. MISS VAN WAGENEN

SOMERS MILITARY ACADEMY at Somers Westchester Co., N. Y., Capt. JAMES WHEELER, jr., Graduate THE DONALD HIGHLAND INSTITUTE,

A select boarding-school for boys, Highland Falls, near West F.
Y., ROBERT DONALD. A. M. (ate of W. H. Soram's Collegist
stitute, Sand Lake, N. Y.), Principal and proprietor. Winter sessio
20 weeks opens Nov. Ib. Circulars and information at Scribner's,
Broadway: Juhoston's, 64 Nassau at., and of the principal. YOUNG LADIES' SEMINARY, Stamford, Ct. L. C. LOOMIS, Principal.

Bancing Academies.

A. DODWORTH'S CLASSES for DANCING and Fridays.

At No. 601 Fifth-ave., on Wednesdays and Saturdays, or Saturday
mornings. Fifth-ave. stages base the door.

Also, Evening Classes on Mondays and Thursdays, for Gentlemen.
Send for a circular. AT TRENOR'S ACADEMY OF DANCING.

A Lyric Hall, 723 Sixth-ave.

NEW CLASSES are formed exery TUESDAY and FRIDAY. Afternoon Class at 4 p. m., Evening Class at 8 p. m. BALLEMASTER DUMAR'S DANCING

HLASKO's ACADEMY OF DANCING, 64
West Thirty-fourth-at. Morning and afternoon classes daily. Gentiemen Monday and Thursday, at 8 p. m.

Cenchers.

AN English Gentleman, A. K. C., is open to an engagement as VISITING TUTOR in a guatieman's family. Terms #1 as bour. Address N. Y. LIBRARY, 15 Third ave. TEACHER of ITALIAN, LATIN, and FRENCH.—Prof. GATTI of Italy, who has been a teacher in the employ of the American and Foreign Christian Union, wishes to engage as Teacher of Italian, Latin, and Fresch, in schools, or of private pupils. Prof. G. is permitted to refer to Wm. A. Booth, esq., President of the A. and F. Christian Union. Musical Instruments.

A LARGE variety of first-class PIANO-

A GREAT REDUCTION in Pianos—Barmore's warreness, warreness, warreness, prize medala; testimonials from distinguished arnets.

IF you want a good PIANO, cheap, call at L. P. Cummings's Wareronin. No. S Union square. Sold on installments, or reuted, any way to suit customers. Only look at them before you decide closubere. NEW and SECOND-HAND PIANOS at low prices for cash, or sold on installments. New Cabinet Organs, 545 and upward. We are agents for the New Burdett Combination Organ Call and examine. C. M. TREMAIN & BRO., 435 Broome at., near Buar PIANO-FORTES.—Second-hand PIANOS

comprising
SQUARES, UPRIGHTS, AND GRANDS
pus makers, in therough order, for sale at low prices by
CHICKERING & SONS. of various makers, in th RAVEN & BACON (established 1829), Manu-

Musical Instruments.

DIANOS, MELODEONS, and ORGANS-A Prices greatly reduced for ceab. New 7-Octave Planes of first-claimakers for \$275 and upward. New Calmet Organs for \$45 and usward. Secons-band instruments from \$40 to \$175. Monthly installments received, and instruments for rent. Warerooms No. 401 Broadway. HORACK WATERS.

STEINWAY & SONS'

GRAND, SQUARE, AND UPRIGHT PIANOS.
RECIPIENTS OF THE FIRST
GRAND GOLD MEDIAL OF HONOR
At the Exposition Universelle, Paris, 1067; the Grand Testimoulai Medal
of the Paris Societe des Beaux Arts, in the same year; the Grand Honorany Gold Medal of Meris with the Crown and Hibbon from the King of
sevens and Norway, and the Academical Honors and Membership from
the Royal Academics of Sciences and Arts of Berlin and Stockholm, and
also of the Piris Prise Medal at the International Exhibition in London,
1803, together with thirt-five first-class Premiums in the United States,
Walkercoms, NIRNWAY HALL,
Nos. 109 and 111 East Fourteeuths, New-York.

THE MASON & HAMLIN ORGAN Co.,
MANUFACTURERS OF PIEST-CLASS ORGANS ONLY. The
largest assertment in the country, at lowest prices, which are fixed and
invariable; \$50 to \$1,000 cach. Organs to rest. Warerooms, 506
Broadway, N.Y.

Manufactory, 34 Rast Honston-at, near Broadway. Upright Planos to Rent.

Dry Goods.

NEW GOODS AT MACTS LACES
LACES
EMBROIDERIES.
OUR FALL IMPORTATION OF
RIBBONS,
ARE MAGNIFICENT
IN QUALITY
AND THE SHADES
ARE CHARMING.
FRENCH PLOWERS,
FRENCH PLOWERS, PRENCH PLOWERS,
PRATHERS,
PRATHERS,
NBCK TIES AND BOWS
STRAW GOODS,
FALL HATS,
SILKS AND SATINS,
WHITE GOODS, WHITE GOODS,
LACE CURTAINS,
THEATRICAL GOODS,
BALLET HOSHEPT, &c.
HOUSKREPING GOODS,
FARNCY GOODS,
FRENCH CLOCKS,
LIKEN CAM. HDAFS,
CORSETS,
HOSIERY AND GLOVES,
SMALL WARES,
PERFUMBEY,
SOAPS, BOAPS.
TRIMMINGS
BUTTONS AND FRINGES,
COTTON,
ALLY AMERICAN CLOCKS,
CARVED GOODS,
PLATED WARE,
BEST QUALITY.
DOLLS,
DOLL GOODS,
BASKETS,

AT POPULAR PRICES.
R. H. MACT. MME. DEMOREST'S GRAND OPENING of VELVET BONNETS and Velvet Hats, Pre-V miom Hats and Bonnets suferinibition (gold medal); Elegant Ladies' lats, Children's Hats. L. BINNS'S Millinery, 577 Broadway, up slairs, posite Metropolitan Hotel.

SMILLIE & CO.

GRO FAILLES, BLACK GLACE, &c., &c., &c., DRESS GOODS, At a great reduction SATIN FACED SERGES. All Silk and Wool, At \$1, reduced from \$2. BEADY-MADE WALRING SUITS, In Serge, Poplins, Wincer, Ac.,
From \$0.
WATERPROOF CLOAKS, BLACK AND COLORED VELVETEENS, Good quality, from \$L

SMILLIE & CO.,

WINTER MILLINERY GOODS. PRICES DOWN!!

AT E. RIDLEY'S & SON, GRAND-ST., BLACK SATINS, 22 INCHES WIDE, #1 50 PER YARD. EXAMINE OUR \$1 50 COLORED SATINS, ALL SHADES. BLACK AND COLORED SILK VELVETS AT \$1, \$1 50, \$2

ROMAN SASH AND BONNET RIBBONS, ONE-THIRD BELOW LAST WEEK'S PHICES. RICHEST OSTRICH FRATHERS, PLUMES, BIRDS, AND FLOWERS. ALSO, SILK FRINGES AT REDUCED PRICES.

DRESS AND CLOAK TRIMMINGS, SILK FRINGES, BUT-TONS, RIBBONS, VELVETS, VANKEE NOTIONS, PERFUMERY, LADIES' KID GLOVES AT \$1 THE PAIR, WARRANTED

OUR BEST GLOVE CANNOT BE SURPASSED. WE HAVE GOOD KID GLOVES AT 20 CENTS, 50 CENTS, 75 CENTS THE PAIR. WINTER HOSIERY, GLOVES, AND UNDERVESTS, 75c., \$1c.

\$1 00. AND UPWARDS. INSPECT OUR CORSETS AT 50c., 65c., \$1, \$1 25, \$1 50, \$2, \$2 50, AND \$3. LOTS FROM AUCTION OF REAL LACES, LINES HKDFS. EMBROIDERED COLLARS. CUPFS, SLEEVES, &c., &c., &c., ALSO,

EDWARD RIDLEY & SON, 309, 311 AND 311} GRAND, 66, 68 AND 50 ALLEN-ST., CORNER STORE PIPTH BLOCK EAST PROM THE BOWERY.

BONNET DEPARTMENT

ENITTED AND WOVEN WORSTED GOODS.

AT E. RIDLEY'S & SON.

AT E. RIDLEY'S & SON.

IMPORTED TRIMMED BONNETS AND HATS,
ALSO OF OUR OWN MANUFACTURE,
STYLES CANNOT BE SURPASSED,
PRICES LOW.

OPENING—EVERY DAY!

UNTRIMMED STOCK OF LADIES, MISSES, GIRLS, AND IN
FANTS' BONNETS, HATS. AND CAPS, THE LARGEST AND
CHEAPEST IN THIS CITY WITHOUT DOUBT. EDWARD RIDLEY'S & SON. 311, and 311) GRAND-ST., 56, 68, and 70 ALLEN-ST., CORNER STORE.
FIFTH BLOCK BAST FROM THE BOWERY.

MILLINERS AND COUNTRY STOREKEEPERS IN OUR STOCK DESIRABLE GOODS, CHEAP.

JOBBING ROOMS UP STAIRS. EDWARD RIDLEY & SON. Nos. 309, 311, and 3111 Graud, and Nos. 66, 68, and 70 Alignest., Corner Store, fifth block east from the Bowery

Marble and Slate Mantels.

ENAMELED SLATE MANTELS-Plain, Marof and decorated, at prices from \$10 to \$30 and upward, work of every description, plain and ornamental. PENRHYN SLATE Co., No. 40 West Eighteenth et. Between Fifth and Sixto area.

MARBLE and MARBLEIZED MANTELS,
MONUMENTS, GRAVESTONES, &c.—The largest stock, of the
latest designs, on hand, ready to ahly or to put up at a few hours' notice.
A. KLABER, Nos. 134 and 116 Heat Eighteenth-st., near Third-ave. MARBLEIZED SLATE, DECORATED,
MARBLE, and MARBLE MANTELS, rich and elegant design.
T. B. STEWART & Co., No. 605 Sixth-ave., bet. 35th and 36th-ata. S. KLABER, 52 First-ave., near Third-st., sells.
MARBLE MANTELS, READSTONES, of superior workmanable, at cost, to reduce stock before removing to his now factory.

Steamboats and Knilronds.

FOR BOSTON,

PALL RIVER, TOUCHING AT NEWFORT.

The world-renowaed Stramers
BRISTOL. and PROVIDENCE.
Commander Lewis.

Will leave daily (Sundays excepted), at 4 p. m., from Pier No. 30, North River, foot of Chambers st.

M. R. SISHONS, Managing Director, CHARLES H. VAILE. Gen. Passenger Agent,
H. H. MANGUM, Freight Agent.

NOTICE. — NARRAGANSETT S. S. Co.,
FALL RIVER LINE.
SUNDAY ROATS DISCONTINUED.

The Steamers of this Line will make their last Sunday trips til is nearon, NOVEMBER 7. 1988.

JAMES PISK, jr., President.

CHARLES H. VAILE, Gen. Pass. Agent.

M. R. SIMONS, Managing Director.

SAFETY, SPEED, AND COMFORT.

For Bostos, Worcester, Fitchburg, Urston Junction, Lowell, Lawrence, Nashna, Manchester, Cencord, Palmer, Braitleboro, and intermediate points. The new and stanch steamers

CITY OF BOSTON.

CITY OF NEW-YORK.

CITY OF NEW-YORK.

And CITY OF NEW-LONDON,

will leave New York daily (Senday excepted), at 4 o'clock p. in., from

Pior 40, North River, foot of Charl and Waitening, with Express trains

for the above points, via New-London. Northern, Norgick and Worces
ter, and Buston, Haitford, and Eric Railroads.

For through lickets and rates for freight, supply at the Office, Pier 40,

North River.

New York, Oct. II, 1869.

DALTIMORE AND OTHO RAILROAD CO'S

New York, Oct. 18, 1969.

PALITIMORE AND OHIO RAILROAD CO'S
INDEPENDENT LINE for BAET, WASHINGTON, the WEST,
NOTH-WEST, and NORTH WINE. WESTERN PREIGHT received and forwarded by PROFFLÉRE LINE from Fier 6, N. R., and
WASHINGTON CITY PRRIGHT by C. and A. R. R., from Pier 80, 1,
N. R., daily. RATSS LOW, with quick dispatch. Passengers take the
N. J. and C. and A. route from fout of Continuitiest, privilege on route
WEST of a trip to Washington, D. C., and return without exite cost.
The ONLY LINE afording this extra feducement. TICRETS GOOD
UNTIL UNKEL.

No. 202 Biroadway, ser. Barelayath, New York.

Stenmbonts and Mailronds.

PLOPLE'S LINE FOR ALBANY THE LARGEST AND MOST MAGNIFICENT RIVER
STRAMERS IN THE WORLD.
THE ST. JOHN LEEDY, AND DEAN RIGHMOND.
One of the above steamers will leave Pier No. 41 North Elver EVER!
AFTERNOON (Sundays excepted) at 6 o'clock, arriving at Albary in
time to connect with tailroad trains West and North. Returning, leave
the Albary Net mibout Landing at 7 o'clock p. m., or on the arrival of
connecting trains from the West and North. Through the kets can be abtained at the office on the wharf, and baggage observed to its destination.
Freight received with the hour of departure.

TROY LINE for ALBANY and TROY.—The slersh stement vanDEBBILT and CONNECTION leave pler No. 44 North River, near Springest. EVERY EVERING (Saturdays excepted) at a o'clock. Fare only \$1.50, teling \$1.75 leave than rail, and 55 cents cheaper than other lines: and like reductions to all points North. West, and East. Tickets and rooms at BOHD'S EXPRESS. No. 478 and 944 Brondear, N. Y., and Ko. 1 Courtest. Breaklyn, and No. 302 Westott, N. Y.

Westert, N. Y.

FOR GLEN COVE and ROSLYN-Landing
at WHITS STONE, BAYLIS'S DOCK (Fort Neburler), GREAT
NECK, SANDS POINT, MOTT'S DOCK, and GLEN WOOD.—Stelling
SEAWANHAKA leaves Peck-slip BYERY APTHINOON (Sanday az
cented), at 32 th, amping at 37th-st, each way, for passencers only. NEPTUNE LINE of STEAMERS for

PROVIDENCE AND BOSTON DAILY
at 4 p. m., from Pier 27, N. R., facts of Robinson at.
Cabin fare to BOSTON. \$4. To PROVIDENCE, \$3.
Deck fare to BOSTON. \$5. To PROVIDENCE, \$4.
Freight at lowest rates. Consect at Providence with Bestion and Prov.
nnt Prov. & Worrester Lik.", for all important N. Kog. clice and towns. FOR NEW-HAVEN, HARTFORD, SPRINGPIELD, AND THE NORTH. Pare, \$1.25. Strangers leave Paraallip for New-Haven at 3:15 and 11 p. m., connecting with the Railroad.

FOR BRIDGEPORT and points on Housatonic
and Naugatock Railroad. Fare, \$1. Strangers leave Cathgrine-slip
at 12 non, and 3 p. m. FOR NORWALK and DANBURY.—Steamer

CENTRAL RAILROAD of NEW-JERSEY.

nections, forming a direct line to Pittsburgh and the West, without change of cars.

ALLENTOWN LINE TO THE WEST.

Sixty miles and three hours waved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

Sixty miles and three hours waved by this line to Chicago, Cincinnati, St. Louis, &c., with but one change of cars.

Sixty miles are the property of the Chicago, Cincinnati, St. Commencing August 20, 1899.—Lork to Chicago.

FALL ARRANGEMENT.

Commencing August 20, 1899.—Lork to Chicago.

FALL ARRANGEMENT.

6:55 a. m.—For Easton, Bethlehem, Mauch Chuck, Williamsport Willesburg, Milesburg, Milesburg, Willesburg, Willemsport ton, Kington, Pittston, Junetlon, Stroudsburg, Wuter Gap, Seranton, Kington, Pittston, Great Bend, &c.

12 m.—For Flemington, Easton, Allentown, Mauch Chuck, Wilkesburg, &c.

2:30 p. m.—For Kanton, Allentown, Manch Chuck, and Belvidere.

4:30 p. m.—For Somerville.

5:15 p. m.—For Somerville.

7:20 p. m.—For Somerville and Flemington.

6 p. m.—For Somerville.

7:20 p. m.—Emigrany (except Saturdays)—Stopping only at the principal stations.

9 p. m.—For Plainfield.

11:50 n. m.—For Plainfield.

7:10 p. m.—EMIGRANT (except Saturdays)—Stopping only at the principal stations.

3 p. m.—For Plainfield.

11:30 p. m.—For Plainfield. an Wednesders and Saturdays only.

70 THE WEST.

9 s. m.—Western Express. daily (except Sundays), for Easten, Allentown, Harrisburg, and the West without change of cars to Checinatior Chicago, and but one change to St. Louis. Connects at Harrisburg for Rive and the Oil Regions. Connects at Phillipsburg for Mauch Chuas, Water Gap, Scrauton, &c. Councets at Phillipsburg for Mauch Chuas, Wilkesharre, &c.

5 n. m.—Cincinati Express, daily (except Saturdays), for Eastew, Bethlehem, Allentown, Reading, Harrisburg, Phitsburgh, Chicago, and Chicanati. Sleeping-Cars to Plittsburgh and Chicago. Connects at Junction with Delaware, Lackawanas, and Western Italicad for all stations to Scrauton. This train will he run to Allentown on Saturdays as a local train, shopping at principal stations.

ions to Seranton. This train will be run to Alleutown on Saturoaya as a local train, stopping at principal stations.

3 p. m.—Westerne Kerners Train, daily, for Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West—connects at Harrisburg with train for Williamsport, Kiris, &c.

Siesping cars through from Jersey City to Pittsburgh ever evening.

Trains leave for Eitzabeth at 5743, 6:30, 6:55, 7:15, 8:15, 8:15, 8:30, 9, 920, 10:30, 11:40 a.m.—12 m., 1:90, 2:00, 3:00, 3:00, 3:00, 3:00, 3:00, 3:00, 3:00, 3:00, 3:00, 5:00,

H. P. BALBWIN, Gen Pass. Agt.

H. P. BALDWIN, Gen Pass. Agt.

R. E. HICKER, Superintendent.

H. P. BALDWIN, Gen Pass. Agt.

RIE RAILWAY.—Trains will leave Depots foot of Chambers at and foot of Twenty-thref-st., as follows:

Through Express trains, at 8 a. m., 10 s. m., 5 30 p. m. and 6:30 p. m., daily. New and improved Drawing-Room Coaches will accompany the 10 a. m. train through to Bufalo, connecting at Horneistville with magnificent Steeping Coaches through to Cleveland. Sleeping Coaches will accompany the 8 a. m. train from Susquebanna to Bufalo: the 5:30 p. m. train to Bufalo: the 5:30 p. m. train to Bufalo: the 5:30 p. m. For Fort Jervia and Way, 11:30 a. m., daily, stopping at all stations; and 4:30 p. m., Orange Co. Express, counceting for Warwick, Shawan-gunk and Uteloaville.

Por Middletown and Way, at 8:30 p. m.

For Gereount and Way, at 8:30 p. m.

For Stefers and Way, at 8:30 p. m.

For Stefers and Way, 5 p. m. and 6 p. m. Theater train 11:30 p. m.

For Paterson and Way, from Twenty-third-st. Depot. at 6:30 a. m., 10:15 a. m., 12 m., 1:40 p. m. (daily), 6 p. m., 5 p. m., 6:43 p. m., 10:15 a. m., 12 m., 1; m., 5 p. m., 6 p. m., and 6:30 p. m.

For Harkwasack and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6 p. m., and 6:30 p. m.

For Piermont. Monacy and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6 p. m., and 6:30 p. m.

For Piermont. Monacy and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6 p. m., and 6:30 p. m.

For Piermont. Monacy and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6 p. m., and 6:30 p. m.

For Diermont. Monacy and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6 p. m., and 6:30 p. m.

For Diermont. Monacy and Way, from Twenty-third-st. Depot. at 9 a. m., 12 m., 4 p. m., 5 p. m., 6:30 p. m., and 8:30 p. m., and 8:30 p. m., 3:30 p. m., 3:30 p. m., 4 p. m., 5 p. m., 6:30 p. m., and 8:30 p. m., 10:10 p. m., 5:30 p. m., 10:10 p. m., 5:30 p. m., 10:10 p. m., 6:30 p. m., and 8:30 p. m., 3:

night.
Tickets for passage and for Apartments in Drawing Room and Sleeping
Conches can be obtained, and orders for the checking and transfer of
Beggage may be left at the Company's offices, 241, 202 and 307 Breaslway:
338 Fultonest, Brookien, Depote fout of Chambers-at, and foot of
Twenty-third-si, New-York; No. 3 Exchange-piace and Long Deck
Depot, Jersay City, and of the Agents at the principal hotels.
** To Piermont only.

* To Piermont only.

WM. R. BARR, General Passenger Agent.
L. D. RUCKER, General Superintendent. HUDSON RIVER RAILROAD,—Trains leave

strached.

Il z. m., Special Chicago Express, through in 29 Acurs. Elegant.
Drawing-room cars attached.

4 p. m., Montreal Express, Drawing-room cars attached.

6:70 u. m., Pacific Express with Sieeping cars through to Chicago without change. (Dair).

It p. m., Sight Express, Sieeping cars attached.

2:10 p. m., Hudson Train.

5 p. m., Pourbkeenisk Train (Sundays 9 a. m.)

10 z. m., 4:15, and 7 p. m., Perkakiil Trains. 5:30 and 6 p. in., Sing Sing Trains. 6:30, 7:10, 9, 9:40, and 11:50 a. in., 2, 4:25, 5:10, 7:10, and 11:30 p. in., onkers Trains. J. M. TOUCEY, Supt. Aug. 30, 1889.

LONG ISLAND RAILROAD leaves James 8:30 a. m., Mall train for Greenport, 10:30 a. m., for Rosiro, Glen Cove, Locust Valley, Huntington, and

3 p. m., Riverbead Express Train. 4 p. m., for Roslyn, Glen Cove, Locust Valley, Huntington, and 4 p. m., for Rossyn, Gleo Cove, Locust Valley, and North Ishp.
5 p. m., for Rossyn, Gleo Cove, Locust Valley, and North Ishp.
7 p. m., from Hunter's Point, for Jamaica and Hempstead.
All trains connect at Branch for Hempstead.
Nurday trains for Rossyn, Gleo Cove, Locust Valley, Huntington, and
Northport, leave Hunter's Point at 8 a. m. and 2 p. m.
L. D. BARTON, Supt.

Northport, leave Hunter's Point at 9 a. m. and 2 p. m.

I. D. BARTON, Supt.

MORRIS AND ESSEX RAILROAD.

DELAWARE, LACKAWANNA, AND WESTERN RAILROAD CO. (Lesseen.)

Depots in New York first of Barciay-at, and foot of Christopher-at.

SUMMER ABRANGEMENTS, commencing MONOAY, May 10, 1989.

S. m. MAIL TRAIN, connecting at Denville with Boonton Branch, at Dever with Chester Branch, at Waterless with Sussex R. B. for Asdorer and Newton, at Washington with the D., L., and W. H. R. for Water Gap, Stroudshirg, Stranton and Great Berd, and all points on the Lackwawana nd Bloomsborg, and Delaware and Hudson E. Riba: at Easton with Leligh and Sunquebauma R. R. for Bethiebem, Allerbown, Manch Chonk and Wilkeshare.

11:30 a. m. LBHIGH VALLEY EXPRESS, stops at Newark Morristown, Dever, Harkettstown, Weshington, Phillipsburg, and Kaaton; connects at Phillipsburg with Bel. Del. R. R. for Bethieber, &e., and at Raston with L. V. R. R. for Bethiebem, Allerbown, Chunk, and Wilkesbare.

Wikesharrs

4 p. m. SCRANTON EXPERSS connects at Washington with the D.

4 p. m. SCRANTON EXPERSS connects at Washington with the D.

4 p. m. SCRANTON EXPERSS connects and Serunton; at Deverwith Chester R. R.; and at Waterloo with Sussex R. R.

5:30 a. m. and 4:30 p. m. to SCMM IT and intermediate stations.

6:30, 7:30, 9:30 and R:40 a. m., and R. R.; 5:40, 4:30, 5:30, 8:30, 8:45 and

R:40 a. m., J and 6:30 p. m., to MORRISTOWN and intermediate

stations. Hatlons. S.10 p. m. MORRISTOWN EXPRESS. S-10 p. m. MORRISTOWN EXPRESS. Per NEWARK at 6:30, 7:30, 9, 8:30, 9:30, 10:20, 11, 11:30, 11:40 a. m. r 1, 2, 3, 3:30, 3:40, 3:50, 4, 4:30, 5, 5:10, 5:30, 6:10, 6:20, 7, 45, 8:45, and

11:45 p. m.
For BLOOMFIELD and MONTCLAIR, at 8:30, 11 a. m.; 2, 3:50, 1 a. m.; 2, 3:50, 1 S. SCHOCH, Assistant Superintendent.
R. A. HENNY, G. P. A.

and 6:10 p. fb.

R. A. HENNYL G. P. A.

NEW-YORK AND NEW-HAVEN RAILROAD.

SUMMER ARRANGEMENT.
COMMENCING MAY 10, 1995.

Passenger Station in New York, corpus of Twooty-seventh-st. and
Fourth-save. Rutrance on Tweoty-seventh-st. and
Fourth-save. Rutrance on Tweoty-seventh-st. and
Fourth-save. Rutrance on Tweoty-seventh-st.

Par New-Haven and Bridgeport, 7, 8 (Ex.), 11:30 a. m.; 12:15 (Ex.), 3
(Ex.), 3:45, 4:30, 3:30, and 6 (Ex.) p. ss.
For Mirlord, Stratford, Parifield, Southport, and Westport, 7, 11:30 a.

For Jordan, 7, 8 (Ex.), 9, 11:30 a. m.; 12:15 (Ex.), 3 (Ex.), 3:45, 4:30, 6:30, and 6 (Ex.) p. ss.
For Darien, 7, 9, 11:30 a. m., 12:15 (Ex.), 2, 15; 4:45, 6:30, 6:30, 7:15 p. ss.
For Greenwich, 7, 9, 11:30 a. m., 12:15, 3:45, 4:35, 5:29, 6:30, 7:15 p. ss.
For Greenwich, 7, 9, 11:30 a. m., 2:15, 3:45, 4:35, 5:29, 6:30, 7:15 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.
For Boston, via Springfield, 8 a. m. (Ex.), 3 (Ex.), 8 p. ss.

CONNECTING TRAINS.

For Boaton, via Springled, S. a. m. (Ez.), 3 (Ez.), 8 p. in.

For Boaton, via Shore Line, 12:15 (Ex.), 8 p. in.

For Hartford and Springled, S. a. m. (Ex.), 12:15, 3 (Ex.), 8 p. in.

For Counceticut River Railread, S. a. in. (Ex.), 12:15 p. in. to Montreal, 3 p. in. to Northampton.

For Hartford, Providence, and Fishkill Railroad, S (Ex.), a. in.; 12:15 For Hartford, Providence, and Fishkiii Railross, v. t.-1, p. m.

For New-Haven, New-London and Stouington Railroad, at Sa. m.

For New-Haven, New-London and Stouington Railroad, at Sa. m.

For Canal Railroad, Sa. m., and 3:00 p. m. to Williamsburgh.

For Housatonic Railroad, Sa. m., and 3 p. m.

For Dambury and Norwalk Railroad, 7 a. m., 12:10 and 4:30 p. m., and

Sa. m., in connection with Freight train from Norwalk to Dambury,

Vor New-Canan Railroad, 7 a. m., 12:15, 4:30, and 6:30 p. m.

Commodious Sleeping Cars attached to 8 p. m. train.

JAMES B. HOUT, Superintondest.

NEW-JERSEY RAHLROAD—FROM FOOT of COURTLANDT-ST.—For PPILADELPHIA, via Kensington, 6:38 p. m. Via Camden, Jp. m., 4 p. m., Via West Polindolphia, 7 a. m., 8:38 a. m., 10 a. m., 12:30 p. m., 5 p. m., 9 p. m., 9:20 p. m., 12 night. For Baltimore and Washington—6:30 a. m., 12:20 p. m., 5:20 p. m., 12 night. For Baltimore and Washington—6:30 a. m., 9:20 p. m., 9:20 p. m., 12 night. For Baltimore and Washington—6:30 a. m., 9:20 p. m., 5: 70 p. m., 70

NEWARK AND NEW-YORK RAILROAD.—
DEPOT IN NEW-YORK, Poet of Liberty st., North Biver.
On and after MONDAY, Aug. 30, 1869, passenger trains will gun as

On and after MONDAT, Aug. 30, 1803, passenger.

ILBAVE NEW YORK FOR BERGEN-AVE.—At 5:15, 6:30, 6:55, 8:15, 6:45, 9:20, 9:45, 40:20, 11:40 a.m.; 12:25, 1, 2, 3:20, 4:30, 5:25, 5:45, 6:25, 7, 7:40, 8:30, 9:40, 10:45, 11:50 p. m.

LEAVE NEW YORK FOR WEST BERGEN.—At 5:45, 6:25, 5:45, 9:45, 11:40 a.m.; 1, 2, 2:30, 4:30, 5:45, 6:25, 7:40, 8:20, 11:20 p. m.

LEAVE NEW YORK FOR NEW ARK.—At 5:45, 6:20, 5:25, 7:35, 8:15, 4:45, 9:20, 9:45, 10:30, 11:40 a.m.; 12:75, 1, 7, 3, 3:30, 4, 4:30, 5:25, 5:25, 5:45, 6:25, 7:40, 8:20, 12:40, 10:45, 41:30 p. m.

ERAVE NEW YORK FOR NEW ARK.—At 5:45, 12:30, p. m.

ERAVE NEW YORK FOR NEW ARK.—At 5:45, 12:30, 13:50, 14:30 p. m.

ERAVE NEW YORK FOR NEW ARK.—At 5:45, 12:30, 13:50, 10:45, 41:30 p. m. RARITAN and DEL. BAY RAILROAD.

For LONG BRANCH, RED BANK, BRICKSBURG, MANCHESTER, TOM'S RIVER, &c., by Steamer JESSK HOYT, at 4 p.
in., from Pier 32, foot Dinane-at.
Sept. 23, 1909.

W. S. SNEDEN, General Manugar.

N. J. and C. and A. route from foot of Courtlandisk; privilege on route WEST of a trip to Washington, D. U., and retarn without extra each trib to Washington, D. U., and retarn without extra each country of the ONLY LINK affording this extra facturement. TICKETS GOOD UNTIL UNED.

No. 202 Broadway, cor. Barelay-at. New-York.

NORTHERN RALLROAD OF NEW-JERSEY.—

Trunca will learn New-York but Payenia Petry, foot of Chambers at., as follows: As 9 a. m., 1, 230, 415, 510, and 6:30 p. m., and at 13 midsplit on Patienters. The 9 a. m., 1, 5:10, and 6:30 p. m., and at 13 midsplit on Patienters. The 9 a. m., 1, 5:10, and 6:30 p. m., trains run harving to Patienters. The 9 a. m., 1, 5:10, and 6:30 p. m., trains run harving to Patienters. The 9 a. m., 1, 5:10, and 6:30 p. m., trains run harving to Patienters.